

AUTO PRODUCTION THIS YEAR TO BE 1,200,000 CARS AT LEAST

Manufacturers Submit Estimates of Probable Output;
Ford Tops the List With 500,000; Willys-Overland,
Studebaker, Saxon and Mitchell Will All Be Big
Producers; 327 Factories Operating.

SHOULD present schedules be carried out, automobile manufacturers in the United States will build 1,249,325 cars during the calendar year of 1916.

This enormous quantity will probably not be reached, but by making the necessary allowances, it is quite likely that 1,200,000 cars will be built, unless some serious shortage of material should occur, or unless there is some industrial upheaval, whose dark shadow does not yet show above the horizon.

At the time of the automobile show, predictions were made that the 1916 figure bids fair to be far surpassed. That the one million figure is low can be seen by the plans of just a few of the larger producers.

Ford is scheduling 500,000 cars and expects to exceed that number by a considerable percentage.

Willys-Overland expects to build 200,000 passenger cars in its 102-acre plant at Toledo, O.

Studebaker has planned to manufacture 100,000 cars alone during 1916 and an indefinite number of trucks.

Besides these large producers, picked from among the leaders, there are Saxon, which schedules calls for 35,000, Mitchell, which proposes an output of 20,000, and a score of other large producers whose definite figures have been given in confidence and which, with those mentioned, would swell the total well above the million mark without taking into account the great number of small, steady and reliable manufacturers whose output, while not as high as the lower-priced cars, still amounts up to three, four or even five figures.

What Will Become of Them?

At first thought the casual observer wonders what is to become of all these cars. He wonders whether the manufacturers are building for all time or just for one year. In 1916 to be the result. Can the country absorb increasing numbers of cars?

We can. The United States will be the automobile manufacturing center for the world. South America, Europe, Asia and Africa are fields which have hardly been scratched. The automobile market places of the world are being reached by the automobile. The automobile is the only thing which has failed to turn their endeavors elsewhere. With the big production racing to keep up with the demand, which in 1915 was the only reason that only a few of the American manufacturers are strongly represented abroad is because the others have been so busy with the domestic field that they have failed to turn their endeavors elsewhere. With the big production racing to keep up with the demand, which in 1915 was the only reason that only a few of the American manufacturers are strongly represented abroad is because the others have been so busy with the domestic field that they have failed to turn their endeavors elsewhere.

WIDE INTEREST IN AUTO RACING

Never since Henri Fournier drove his motor car for a mile in 1745, over the Coney Island boulevard, has there been such an interest in the part of the public in motor racing as is evidenced this season. Reports from speedway managers all over the country declare the sport will be revived this spring with an unequalled enthusiasm. The drivers are particularly active, as entries for early meets are being filed daily, assuring a large field.

The important events on the Pacific coast have all been run, and drivers of note who have been contesting there are now on their way east for the opening of the season at Sheepshead Bay speedway on May 13, when the chief event of four races in the Metropolitan trophy. This calls for the cars to go 150 miles and offers a \$15,000 prize. The nomination for this new class include such names as Pullen, Cooper, Wilcox, Allen, Chevrolet, De Palma, Oldfield, Beets, Alkon and Moffat, who will establish this race in the hearts of race goers as the short distance gem of the entire racing calendar.

Dario Resta, the Italian race driver with the English accent is anxious to pilot his car over the two-mile track. He has returned from a trip to Europe with parts for his Peugeot, which will make the machine go faster than ever. He will cut loose this year in the short distance events, as he claims his blue race in just built for the sprint races. Resta had his car doing block tests when seen.

GOODYEAR WILL ALMOST DOUBLE TIRE OUTPUT

Dismissing the rumor made last week that the Goodyear Tire and Rubber company will leave 10,000,000 of new production stock, which has already been underwritten, president P. A. Goodyear says:

"It is all the natural result of Goodyear's growth, and the growth of the automobile industry. For the past year or more we have been straining our capacity to keep up with the demand for our products. We have been making factory enlargements for some time past, but even these have not kept pace with business growth. In fact, we expect to practically double our production facilities within the next ten months. For a long time, in the automobile tire department, we have been turning out practically capacity—13,000,000 a day. Within a year our capacity will be 25,000,000 a day."

GEORGIA USES CONVICTS.

Convict road work is developed in Georgia to a greater extent than in any other state. June 1, 1915, according to a report received by the national committee on prison from Judge George W. Cann, of Savannah, 2662 felons and 1182 misdemeanor convicts were employed on the roads.

New York Buys Most Cars.

According to this, New York is the best customer of the majority of builders, with Illinois second and Ohio tied for third with Pennsylvania. The four leading states and the numbers of votes received by each are as follows: New York 37, Illinois 45, Ohio 46, Pennsylvania 46. The big financial power of cities like New York, Chicago and Philadelphia makes itself felt in the selection of the best-buying states.

Some Idea of the Industries

which are carried along in the tail of the automobile business comes, may be had from the fact that on May 1, 1916, there were 4,500,000 cars in use in the United States. The average car travels 6000 miles a year. On this basis the amount of gasoline burned during 1916 will be one billion, five hundred million (1,500,000,000) gallons or over 4,500,000 tons of the inflammable liquid. This would be enough to float a fleet of 25 of the largest battleships, each having a displacement of 35,000 tons.

Enormous Tire Production.

The number of tires consumed during the year will be over 12,000,000. If these tires were placed side by side, or tread to tread, they would stretch from New York to San Francisco and back again. This neglects altogether the question of inner tubes, which, if added to the whole would allow it to stretch almost around the world.

Lubricating oil used by the car on the road for 1916 will probably amount to 75,000,000 gallons. Selling at 50 cents a gallon, the oil for the motors alone will amount to \$37,500,000. This, added to \$275,000,000 for gasoline, \$180,000,000 for tires, \$45,000,000 for tubes and staples and the enormous amount of business carried along with the automobile.

Probably for automobiles alone Americans will pay \$1,000,000,000. This is a large amount will be spent for American cars in foreign lands. The retail value of the 1916 cars built in the United States was \$292,000,000 for passenger cars and trucks combined.

Farmer to Be Considered.

The farmer is a big power to be reckoned with in this country as a buyer. The immense amount of money that is going to the producer of grain and other staples is almost unbelievable. Never before has the farmer been as prosperous as he has been in the last two years. Train loads of cars are being shipped from the country's corn belt, and not long ago a venture capitalist manager took several carloads of cars right to the territory and sold them for the farmer. This shows how eagerly the farmer buys cars, and how one was sold directly and several farmers arrived too late and were disappointed.

Want "Very Latest."

There are many people who buy a new car every year. These are individuals who believe it is always necessary to have the latest word in motor car construction, and the result is that the car which has only been used slightly is turned over to the second-hand market. This market is active and thriving in all towns and cities, and people often come for miles from surrounding fields to pick up a good used car in the city. The used car buyer as a rule becomes a buyer at some future date of a new car.

For the average man of small income the pursuit of other pleasures is often abandoned for the low-price car which takes the family into the open air. The health is promoted by relaxation, by the joy of motion and in the opportunity of absorbing the air of the hills and seasons will repay slight sacrifices in other directions. The expense of keeping the car in the city is the only thing which prevents a great many more people from buying.

ONE DAY'S DELIVERY OF CARS TO ARMY



Nine Dodge Touring Cars Lined Up at Lone Star Motor Company's Salesrooms to Be Delivered to U. S. Army.

DODGE touring cars are a big favorite with the army officers now in Mexico, and the Lone Star company has delivered over 30 of these machines to the quartermaster's department. According to Dick Evans, former motorcycle policeman, but now a newspaper courier between "the front" and Columbus, Gen. J. J. Pershing and his staff are now using nine of these Dodge Evans states that the cars have had a far harder test than the new factors ever believed they would be put to, but they have stood up wonderfully well. Gen. Pershing ordered, recently, that his staff use Dodge exclusively and he has had all these cars equipped with the puncture proof tires.

E. G. Perry, of the Lone Star Motor company, has received much favorable comment from officers in the expedition regarding the ability of the Dodge to go over all sorts of trails and roads.

BOOKLET TELLS OF BATTERY CARE

U.S.-L. Concern Issues New Publication for Free Distribution Which Will Help Motorists.

Booklets on automobile batteries are usually pretty dry reading but one has just been issued by the U.S.-L. corporation which is "different." It contains much information of value to every motorist and fully explains how a storage battery is affected by the rest of the starting and lighting equipment, of which it is a part, just as the stomach is affected by the teeth.

The booklet is of a broad gauge policy for it has information of value to every owner of a battery and equipment of a car. Its aim is evidently to increase the common knowledge of storage batteries so that the motorist will secure greater satisfaction from the storage battery as an installation.

Neglect of a storage battery always causes trouble and often a little care will prevent the gradual but certain destruction of a battery. To save money and avoid trouble a battery must be treated right and, to treat right, a motorist must be a careful attendant. Understand it. A storage battery is a peculiar device which operates in a way and in a manner that is not understood by the average man.

The U. S. Light and Heat corporation will send this booklet free to motorists who write them at Niagara Falls and state the make and model of their cars.

TOP UP SPOILS HALF PLEASURE

"When you see a motor car behind driven in fair summer weather with the top raised, it is safe to conclude that the occupants care very little for the real beauties of the 'entree,'" says H. T. Williams, of the Pioneer Motor company, Kisselville agents.

The slightly distinctly worth seeing a car you see through the open country are in the horizon beyond or the trees above. The sky, the shifting clouds, the dawn, the sunset, the moon, the stars—all are obscured with the top raised. So is bird life, the most interesting of all. A summer top is good for nothing except as a protection against storm. Even in city driving you miss, with your top raised, the only thing that makes one street look different from another—the sky line."

CARS WILL RACE UP THE NEW PIKE'S PEAK HIGHWAY

Revised entry blanks have been issued for what doubtless will be the most sensational motor racing event of the year—perhaps the most startling in all racing history—the Pike's Peak national hill climb. There will be three days of this remarkable race, August 10, 11 and 12, the feature of which is the Penrose cup race. This event will serve as the normal inaugural of the world's highest highway over a course approximately 12 miles long, the summit of the famous mountain. The new road from Colorado to the top of Pike's peak is 19 miles long, the summit is 14,300 feet, and the start of the contest will be made from the five mile mark at Crested Butte.

Prizes of cash and plate valued at more than \$1000 are offered. The automobile owners of both amateur and professional drivers will be on Friday and Saturday, August 11 and 12, and the contest for these prizes will be held on the new road which has just been graded by the state. The American Automobile association, which is sponsoring the race, will have a booth at the start of the race, and the Pike's Peak Highway, which is responsible for the contest, will be the main attraction. The contest will be held on the new road which has just been graded by the state. The American Automobile association, which is sponsoring the race, will have a booth at the start of the race, and the Pike's Peak Highway, which is responsible for the contest, will be the main attraction.

The speed tournament is held to provide strenuous competition among those who expect to make Pike's Peak or bust. It will be especially attractive to visiting motorists in August, the view from various points along the course being one of the grandest expanses of landscape and colorful scenery in the whole world. Arrangements are being made to entertain first cars for thousands of visitors at Colorado Springs during the meet.

SOMETIMES OVERLOOK PEDESTRIAN'S RIGHTS

One of the principal reasons why there are so many traffic violations is because the majority of motor car drivers do not seem to think that they are under moral obligation toward pedestrians. In the opinion of George A. Walters, secretary of the Detroit police department, "the majority of the drivers are well intentioned, well meaning, but they believe that it is rather up to the pedestrian to look out for his safety in the streets rather than for the motor car or any other vehicle driver to look out for the man in the street."

ONE-WAY DRIVING TO RELIEVE JAMS

Traffic has become so congested in Wilmington, Del., in its struggle that are devoted to car markets, that a law has been enacted by the city law makers declaring it an offense, punishable by fine, to drive south on those streets during market hours, from 2 o'clock in the morning until 2 o'clock in the afternoon. Strict enforcement of the law has caused so much hardship, especially to non-residents, that the traffic regulations have been amended so as to permit turning to be given first offenders.

FADS AND FANCIES FOR THE MOTORIST

Tropic cloth is now and is going to be very popular for touring suits as well as for dust coats. The cloth has all of the good qualities of the mohair without its luster and stiffness. One very smart dust coat made of this material is in full raglan model. The double-breasted front is caught with three straps between the buttons and two straps on the sleeves are used to draw them in. The collar is covered with duvetyne in old rose and turned up like a wide Chin-Chin collar. A soft stitched hat faced with the old rose is worn with the coat.

Striped silk bags that are rubber-lined are again in season for the protection of the hat while one wears a soft cap. The tie tapes allow the bag to be attached to the fall bag for safe carrying. The bags may be had in all sizes.

Among the smart and unusual coats four touring is one of two in a large navy blue and white broken plaid and blue leather. The waist of the coat is fitted with a wide belt of the same material, with very high, pointed cuffs of the plaid trimmed with leather buttons. The collar is lined with the plaid and either buttons high with three buttons or is left open and folded back. The hat is a wide straw sailor with blue leather crown, trimmed with white leather straps.

Hunter's green sweaters are very popular this season. One is trimmed with a hand around the bottom and has cuffs, collar and belt of white corduroy. Still another has a trimming of Scotch plaid woven like a border at the edges, while the belt is woven to match. Another has a border of woven diamond in black with a white polka dot. This sweater is double, having a white lining.

There is a new rubberized crepe de chine stitched hat for touring use that has a hood that may be worn over it in case of storm. Long tabs protect the throat and neck and the hood may be drawn in close around the face.

Navajo blankets are very much in favor for camping use, and the color offered are most attractive. There is also a new camping blanket made of mackintosh material.

Aluminum camp cookery outfits come in all manner of cases for two or more persons. They are light and include all needed utensils, well nested and packed so they take up very little room. The wooden roll table has new crepe legs that fold flat this year and is a very much more practical affair than formerly.

Stitched patent leather hats with soft hemp straw brims are very smart and are worn with veils that match the color of the straw. White flannel hats trimmed with navy blue silk are designed for wear with white flannel suits.

Short sport coats made of silk jersey cloth are used by persons who do not care for the sweater. One in hunter's green has an attractive lining of striped crepe de chine in wood-brown and terracotta. The trousers have narrow belts and military pockets.

Working in this atmosphere where the fine point makes a hair's error, similar to that used by the lady gardener for her most delicate plants, the painters are forced to use a mask. This mask is constructed similar to the gas masks that have appeared in the war pictures from Europe and serves to protect the nostrils of the painter from the poisonous spray.

In the motor shop the painter sits in the paint shop. The sides of the painting pit are neck high and run with the sticky dust. The painter stands two men with short rods, much like a rifle in length, and their faces are protected with a mask, having a short tube like that of the gas mask, to protect the nostrils of the painter from the poisonous spray.

"The masks certainly fill the bill," said one of the workmen. "I guess we would be well equipped to go into the trenches after this."

SALES MANAGER BUCKS DEFERRED PAYMENT PLAN

Lansing, Mich., April 22.—Unqualified endorsement of the denunciation hurled by H. Collins, assistant manager of the automobile department of the General Motors corporation, against the deferred payment plan of selling automobiles is voiced by Ray V. Hall, general sales manager of the Glads Motor car.

"No man should buy an automobile until he has earned it," says Hall. "Any other course is to end in disaster, not only for the individual, but for the industry as well."

To date the growth of the automobile business has been absolutely sound, at the expense of other industries, and of positive benefit to all. A wide application of the deferred payment plan would change this completely, by causing many men to assume obligations they have no business to carry."

ANOTHER KNIGHT FOR KING.

For the second time within a period of four months, King Alfonso XIII of Spain has shown his preference for American built automobiles by purchasing his second Willys-Knight touring car. This latest order from his majesty is significant in view of the fact that only a few days elapsed between the arrival of his first Willys-Knight and the issuing of instructions to duplicate the shipment at the earliest possible moment.

ENGLAND TAXES BIG AUTOS \$600

New Taxation Will Permit Only Wealthy to Operate Cars of Considerable Horsepower.

London, April 22.—The cost in taxes of keeping a motor-car has been much higher in England than in America for some years, but, under the new war budget of the chancellor of the exchequer, is increased to a level which will discourage all but the very rich and particularly discourage the building of high power machines.

The old motor taxes ranged from \$15 on a car of six and a half horsepower, up to about \$250 on a 50 horsepower machine. Now this tax has been doubled on the smaller cars or 15 horsepower and less, while it is increased on the larger cars. A 40 horsepower car must pay about \$400. Still there is enough wealth in England to keep the game and, in fact, it is expected that so radical reduction in the number of cars in use is expected immediately.

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MASKS PROTECT AUTO WORKERS

Employees of Oakland Paint Shop Use Masks, Similar to Those in War Use, to Keep Paint From Breathing.

Long before the European took down the market from over the hearth and started to war; long before the Kaiser tossed his first gas bomb on the western front, gas masks were in common use.

They simply hadn't been advertised. Any one who stood through the smoke of the Oakland Motor company at Pontiac, Mich., can see gas masks in working order that are used every day in the year. Not that there are poisonous gases in the plant, for there are none, but because of the clouds of paint that rise around the chassis painting department.

Instead of covering the chassis with paint by the tedious process of applying it with a brush, the Oakland company's sales are using an spray, made fine by an air blast. Its modern method that has supplanted painting by hand, does much better work and more economically.

Working in this atmosphere where the fine point makes a hair's error, similar to that used by the lady gardener for her most delicate plants, the painters are forced to use a mask. This mask is constructed similar to the gas masks that have appeared in the war pictures from Europe and serves to protect the nostrils of the painter from the poisonous spray.

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SAVAGE PUTS OUT NEW INNER TUBE

The new Savage inner tube, which was first marketed two or three months ago, is more than making good its every claim made for it. The tube is made from a pure gray latex stock. It is a laminated tube, almost as thin as paper, which eliminates any possibility of air bubbles forming. The tubes are built up, layer on layer on a mandrel and the tube is then vulcanized. J. M. Duesenberg, the local Savage dealer reports a big sale.

Like the former tube the new Savage granulite tube is a true round at the splice. Being vulcanized on a special round mandrel. This eliminates any chance for the trouble that might be experienced here, reports a big sale.

The new tube is also covered with graphitic. This is applied by a patented process, the end result is a tube which, being in contact with the surface of the tire, eliminates the use of soapstone, prevents deterioration or blooming, and absolutely does away with friction between the inner tube and the casing.

For dinner there is nothing better than a whole ham baked after your favorite recipe. Get Salsberger's Mastic—"Deliciously Different"—Adv.

SAYS AUTO TAX IS VERY UNFAIR

H. H. Franklin Points Out That Motorists Pay For Other Vehicles.

In the opinion of H. H. Franklin, president of the Franklin Automobile company, a general reform leading to free public highways in this country is bound to take place.

Mr. Franklin, who is understood to have given considerable study to the question, insists that it is radically wrong in principle to tax motor cars for the maintenance of roads and at the same time exempt horse-drawn and other vehicles.

"It is not unfair to tax one man for traveling over a highway while another man is permitted to use the same highway without charge," he asks.

"I am convinced that just as sure as the ancient toll roads are disappearing, and improved highways are rapidly becoming more numerous in all sections of the United States, so, in the course of time, we will have free public highways."

"Automobiles will not be taxed for highway maintenance while carriages and other vehicles are permitted to be used without being subject to a similar burden. The roads will be free to all. This was the original and, in my opinion, correct conception of public highways. They were built for the use of all the people."

"The way the new condition is to be brought about probably will vary in different sections of the country. In some states highways are free today. In New York state carriages are taxed to maintain the roads while owners of all other types of vehicles can use them without being taxed. The taxes collected as automobile license fees in New York state during 1915 aggregated about \$5,000,000."

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DO YOU WANT SOME SPECIAL MAKE OF CAR?

If so, tell us about it. Chances are we have it, but if we haven't we'll get it for you if such a car is to be had. Accommodating our customers is a habit with us.

We have cars of the following standard makes:

Fords	Touring, roadsters, and trucks, 1914, 1915 and 1916 models.	Overlands	1916 Touring, 1915 Touring, 1914 Touring.
Cadillacs	1914 7-Passenger, 1915 7-Passenger.	Hupps	1914 Touring, 1915 Touring, 1915 Roadster.
Chalmers	1916 7-Passenger, 1914 Roadster, 1914 Touring.	Reos	1914 Touring, 1915 Roadster.

EXTRA SPECIAL—FORD TOURING

1915 model; Hook wire wheels; seat covers; bumper; complete electric light system; master vibrator; speedometer; new Pennsylvania tires. Original cost \$700.

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35 Other Standard Cars on Our Floors.

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Strength Economy Service

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